

Toll Road Plan Amendments		
Case #	Project Name	Date Adopted
CPAM 1997-0007	Toll Road Plan Density Review	December 16, 1998
CPAM 2006-0002	Crosstrail	December 5, 2006

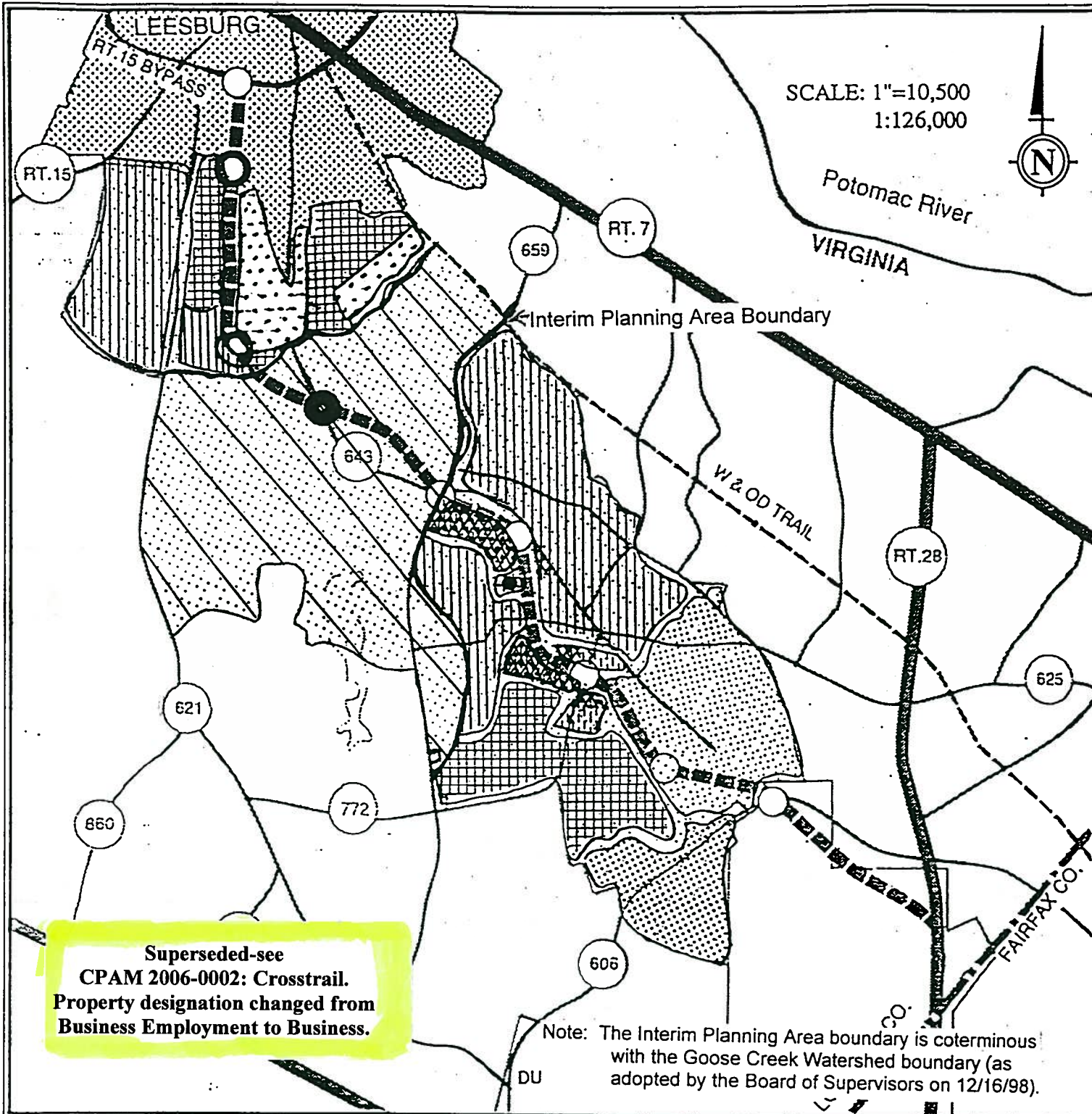
**CPAM 1997-0007**  
**Toll Road Plan Density**  
**Review**

**Adopted December 16, 1998**

CPAM 1997-0007, Toll Road Plan Density Review  
BOS Adoption 12/16/98  
Toll Road Plan

Chapter 3, Land Use and Community Design, Page 3-8a  
**Amend Land Use Map**

# Toll Road Plan



## Proposed Land Use

	Residential		High Density Residential		Business Community
	Business		Community Shopping Center		Excluding Residential
	Industrial		Business Employment		Rural

CPAM 1997-0007, Toll Road Plan Density Review  
BOS Adoption 12/16/98  
Toll Road Plan

Chapter 3, Land Use and Community Design: Nodes, Page 3-7  
Amend Policy 38:

38. In nodes and other areas planned for mixed-use development (including Business and Residential Community areas), the County ~~anticipates~~ expects that the residential component will ~~be phased to be developed as in conjunction with~~ the nonresidential component develops, so that a mix of residential and nonresidential uses is provided simultaneously throughout the project build-out as the project is built out. The intent of this policy is to ensure the fiscal balance of a mixed-use project as it is constructed.

CPAM 1997-0007, Toll Road Plan Density Review  
BOS Adoption 12/16/98  
Toll Road Plan

Chapter 3, Land Use and Community Design: General Land Use, Page 3-9  
Amend Policy 1:

1. The County will encourage the development of mixed land uses as described in the General Plan ~~for the entire Toll Road planning area. The land use pattern will generally conform with~~ as depicted on the Land Use Map.

Add new Policies 2, 3, 4, 6, 7, and 8:

2. It is the County's view that the current pipeline of approved but yet unbuilt residential units in eastern Loudoun is sufficient to meet any market demand for the foreseeable future. As such, residential densities in the western portion of the Toll Road planning area outside of the Leesburg Urban Growth Area, as depicted on the Planned Land Use Map, are to be governed by the goals and the policies of the Rural Area specified in the General Plan. It is the policy and the intent of the County to prevent more intensive residential development through the extension of central utilities from the east to this western section of the planning area until such time as the Toll Road Plan is amended.
3. The area located west of the interim planning area boundary and east of the Leesburg Urban Growth Area boundary shall be governed by the Rural Area policies of the General Plan until such time as the Board of Supervisors adopts an amendment to the Toll Road Plan that provides for new land development policies for this area. The County anticipates serving the entire Toll Road planning area with central water and sewer facilities in the future.
4. The Board of Supervisors may initiate an amendment to the Toll Road Plan to permit urban development in the western section as depicted on the Planned Land Use Map provided all the following criteria are satisfied:
  - a. The County determines, based on updated County COG population projections and other data (such as forecasts for absorption), that the demand for housing will cause a need for an additional supply of land available for urban development densities.
  - b. The substantial majority of the land within eastern Loudoun (including Dulles North, Eastern Loudoun, Leesburg, and the Leesburg Urban Growth Area) is subject to approved subdivision and/or detailed site plan or is prevented from future development through open space or development easements.
  - c. Public sewer and water facilities are financed or in place to serve urban development in compliance with the Loudoun County Sanitation Authority's Master Plan.
  - d. The County determines, based on its Fiscal Policy, Capital Improvements Program and Operating Budget, that it can adequately fund needed facilities and improvements.

- e. A fiscal impact analysis shows that the expansion of the planning area will have a minimal cost to the taxpayer.
- 5. At such time as the County initiates a plan amendment to consider urban densities in the western part of the Toll Road planning area, the County will consider designating the area located along both sides of the Toll Road for Business Employment and/or Keynote Employment uses. The County will also consider providing policy direction for the development of transitional uses along the edge of the planning area that will be compatible with the rural uses planned west of the planning area boundary.
- 6. The General Plan policies governing the development of Business Communities apply to the Business Community areas located in the Leesburg Urban Growth Area, including the density and mix prescribed by the General Plan.
- 7. The County will encourage the development of mixed-use Business Communities, including both Regional Office and Light Industrial projects, in the Toll Road planning area. Business Community areas should generally include a residential component as part of the land use mix of the project except for those areas specifically identified on the land use map.
- 8. The Business Community designated for the Broadlands as depicted on the Land Use Map will not include residential development, so as to be consistent with the approved Concept Development Plan in affect at the time of adoption of CPAM 1997-0007, TRP Density Review.

Amend Policy 7:

- ~~7.~~ 9. The County will promote the development of High Density Residential uses with densities up to 24 16 dwelling units per net acre at specified interchanges of the Dulles Greenway. High Density Residential Communities are designated on the land use map.

CPAM 1997-0007, Toll Road Plan Density Review  
BOS Adoption 12/16/98  
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Chapter 3, Land Use and Community Design: General Land Use, Page 3-13  
Add new Policies 14 and 15:

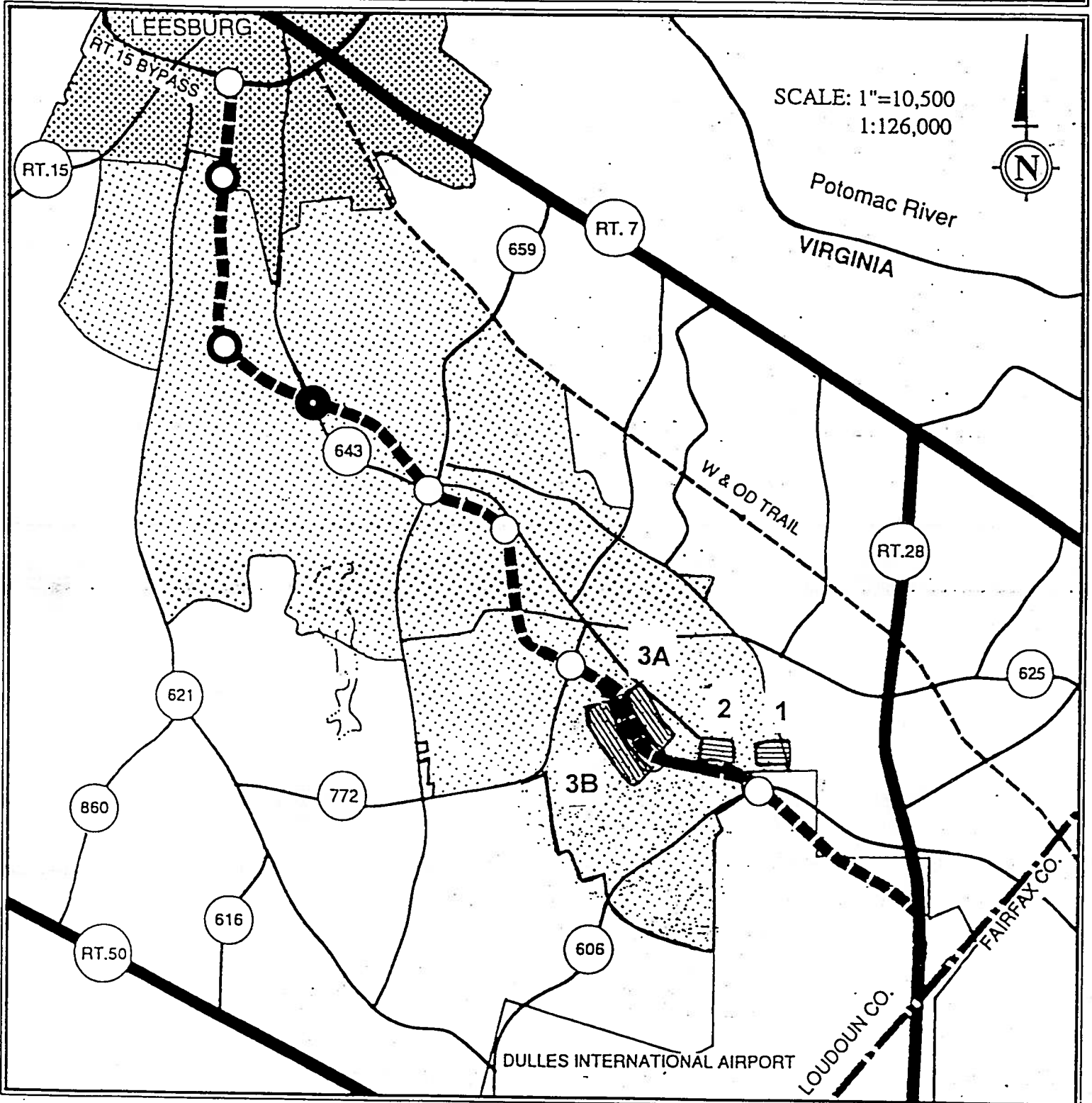
14. The County promotes mixed-use development in the Toll Road planning area. Applications for mixed-use development must address the phasing of project development and it's fiscal impact to ensure that the project maintains a sound fiscal balance between proposed residential and nonresidential uses as the project develops.
15. The development phasing plan for a mixed-use project will establish a build-out relationship (in roughly the same proportions) between the residential and nonresidential components of the project.



CPAM 1997-0007, Toll Road Plan Density Review  
BOS Adoption 12/16/98  
Toll Road Plan

Chapter 3, Land Use and Community Design: Nodes, Page 3-6a  
Amend Map - Potential Node Locations

# Toll Road Plan



## Potential Node Locations



Note: The area between Rt. 606 and Rt. 607 has been designated as a potential node site based on the potential for a transit facility located on airport property.

**CPAM 2006-0002**  
**Crosstrail**

**Adopted December 5, 2006**

**CPAM 2006-0002, Crosstrail**  
**Adopted December 5, 2006**

**Toll Road Plan:**

1. Planned Land Use Map Amendment - Change property designation from Business Employment to Business on the Toll Road Plan Map

